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Hongkong, 26th April, 1909.

[39]

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## DEATH.

At the Civil Hospital, on 9th instant, Dr. WILLIAM HURST, Government Bacteriologist. The funeral will pass the Monument at 6 p.m. this evening.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LONDON OFFICE: 131, FLEET STREET. E.C.

## The Daily Press.

HONGKONG, JUNE 10TH 1909.

In delivering judgment yesterday in an action brought by the Government against a frontager on the Praya reclamation, His Honour the Chief Justice made a few caustic observations on the actions of past Governments which will be read with keen attention not only by those whose interests are directly affected in any way by reclamations, but by the public at large. A criticism of Government action by the Chief Justice of the Colony is noteworthy because of its rarity, though since Sir FRANCIS PIGOTT has occupied the position of Chief Justice the public has been treated more than once to a few candid criticisms. In the judgment delivered yesterday there is some refreshingly vigorous language and a fine sarcasm which if it could only come under the eye of the officers of the Government responsible for the actions referred to, ought to make them squirm. But the story is an old one and the blame does not apparently rest with any of the present officers of the Government. The Chief Justice remarked that he "had been trained in the strictest school of constitutional law, more especially in its application to Crown Colonies," and "he had no notion of a Government passing an Ordinance and then acting autocratically, as if no Ordinance had been passed, and doing what it thinks fit." His Lordship in holding that Sir FREDERICK LUGARD had no right or

title to sue on the agreement in question either in his own right or as Governor of the Colony, delivered an interesting little homily "for the guidance of the Executive," and criticised "most adversely" not a few lines of Governmental procedure. Even our faith in the Government Gazette as a sort of Colonial Bible receives a rude shock. We seem to have some recollection that not long ago the Hon. Colonial Secretary was laying the flattering unction to his soul that he was the Editor of "the most important newspaper in the Colony." No one ventured to dispute the claim, and local journalists welcomed the Colonial Secretary to their ranks. We are sorry to see that the Chief Justice has not only thrown some doubt on this claim of the Colonial Secretary, but has further expressed the opinion that not everything that appears in the Government Gazette can be received as gospel. The Chief Justice tells us that the Gazette is "generally in charge of the Assistant Colonial Secretary or sometimes of a chief clerk," and yet the Evidence Ordinance "simply makes anything which a junior officer chose to put into a notice in the Gazette prima facie evidence." This was one of the things which His Lordship the Chief Justice could not pass over "without criticising most adversely." During the time Sir FRANCIS PIGOTT has presided over the Supreme Court of this Colony, he seems to have found not a few holes in our local ordinances, due to bad drafting. Another case in which his lordship delivered a judgment yesterday had reference to rights destroyed by an error in the drafting of an ordinance, an error which has since happily been repaired. In the case in which the Government is suing for specific performance of agreements in respect of reclamation lots it does seem extraordinary that the agreements were not drawn up in a manner which would have given the Governor of the Colony for the time being right of action in the Courts to enforce them. But, as we have already mentioned these agreements were made a long time ago, and it is permissible therefore to hope that things are not done so indifferently now-a-days.

The *Hauke*, cruiser, Captain H. D. Wilkin, arrived at Portsmouth with relieved crews from China station on May 13th.

Three fatal cases of plague, all Chinese, were reported yesterday. Two were from the city of Victoria, and one from Reclamation Street, Yaumati.

Major Menzies, of the South Lancashire Regiment, who has spent many years in China, has just left to undertake an official position under the Chinese Government. He is to reorganise the police in the Nanking Province.

A native appeared before Mr. F. A. Hazeland at the Magistracy yesterday on the charge of trespassing on Army Ordnance property. His excuse was that one of his fowls flew on to this property and got lost in the bush. While searching for it he was arrested. His Worship imposed a fine of \$5, the alternative being two months' imprisonment.

Before Mr. F. A. Hazeland at the Magistracy yesterday, a Chinese boatman named Wong Fak, was arraigned on the charge of stealing a log of teakwood weighing about two and a half hundredweight. The defendant stated that the wood was carried alongside his boat by the tide. An Indian asked him to pick it up. He did so, took it ashore, and was arrested. The Indian told the Court that he saw the defendant lift the log of wood on his shoulder and walk off. His Worship did not believe this, and discharged the accused.

The annual report of the directors of the Shanghai Mutual Telephone Co., Ltd. for the year ending 31st March, 1909, shows that the amount available for appropriation is Taels 47,934.97. Of this amount it is proposed to pay a dividend of three taels per share, the absorbing \$43,620. Directors' fees will amount for another \$1,500, and the balance \$2,824.97 will be carried forward to next year's account. The report further states that contracts covering a thirty year franchise, on satisfactory terms, have been concluded with the two Councils; and the directors are of opinion, having regard to the depression in trade, that the increase of subscribers may be considered as satisfactory.

Singapore papers announce with regret the death of Mr. William Henry McLeod Read, C.M.G., which took place at Blackheath at Lee, S. E., on May 10. Mr. Read, who may fitly be termed the Nestor of Singapore and the Straits Settlements, for as long as the oldest Straits inhabitant can remember, was in his 91st year. It is curious to note that he was born in London on February 7, 1819, within a few hours of the time Sir Stamford Raffles hoisted the British flag over Singapore, and it may be added that his father came to the Colony almost immediately after its foundation. Mr. Read had been the inmate of a nursing home for some time, and but for the physical disability of his deafness had enjoyed fairly good health up to comparatively recently. The late Mr. Read arrived in Singapore so ago long as the year 1841. For approaching nearly half a century thereafter there were few leading questions whether of a public or quasi-private character that his name was not associated with in a more or less prominent manner.

The Bandmann Opera Company arrived in the Colony yesterday by the P. and O. steamer *Devanha*, and there can be no doubt that the merry little maids attracted much attention. They open a season at the Theatre Royal to-night with "The Gay Gordons," a picturesque piece which has been exceptionally popular at home, and the popularity of which the Bandmann Opera Company are maintaining in the Far East.

Leopold Fischer, on remand, again appeared before Mr. J. H. Kemp at the Magistracy yesterday when Mr. F. B. L. Bowley, Crown Solicitor, applied on behalf of the Netherlands Indies Government for his extradition to Batavia. The defendant is wanted in the Dutch Indies to answer a charge of embezzling 7,000 guilders. The Consul-General for the Netherlands in South China testified to examining translations of the evidence from Batavia. On comparing them with the originals he found they were literally correct. The hearing was further adjourned.

Major-General Frederick T. Hobson, who has just been appointed colonel of "The Buffs," in succession to the late Lieutenant-General Sir Julian A. R. Raines, G.C.B., passed all his regimental career in that distinguished regiment, entering it so far back as the year 1857, and eventually attaining to the command of the 2nd Battalion, then at Hongkong, in 1883. He subsequently commanded the Third ("The Buffs") Regimental District, Canterbury, 1887-92, and from 1897 to 1902 he commanded the troops in Ceylon with the rank of major-general, to which he was promoted in the first-mentioned year. With the gallant "Buffs" he went through the China War, 1860, including the hand-to-hand fight with the hordes of Chinese on the plains of Sihko; the action of Tangkha; and the assault and capture of the Taku Forts (medal with clasp).

The Rev. F. B. Meyer arrived by s.s. *Devanha* yesterday morning from Singapore, where he has been conducting a very successful series of meetings during the last 10 days. Night after night the great Theatre has been crowded and a deep impression made. The Revs. C. H. Hickling, J. Genuhr and Mr. T. M. Elliot welcomed the gentleman, who seemed in good health and had enjoyed his voyage. At a Committee meeting held immediately on his arrival, presided over by the Rt. Rev. the Bishop of Victoria, it was arranged that the meetings should be held as follows: Thursday, Friday, Monday, Tuesday, Wednesday and Thursday afternoons at 5.30 p.m. open to all; each evening, except Saturday, meetings for men only. All the above meetings to be held in the City Hall. A great mass meeting has been arranged for Sunday night in the Theatre, open to all.

## IMPENDING DEPARTURE OF THE COLONIAL SECRETARY.

The Hon. Mr. F. H. May and family are expected to leave by the next P. and O. mail for England. The Colonial Secretary is returning home on leave, and a number of friends assembled at Government House last night to bid him farewell. His Excellency the Governor giving a dinner on the eve of his departure.

## A FATAL COLLISION.

## VERDICT OF MANSLAUGHTER.

At the Magistracy yesterday afternoon before Mr. J. H. Kemp, sitting as coroner, and Messrs. T. Hunter, A. van Ginkel and A. F. Warrack, jurors, an inquiry was held into the circumstances of the death of a Chinese boat girl named Lo Kam Tai, who was drowned through an unknown launch colliding with, and capsizing the boat on which she was sleeping.

The master of fishing boat No. 3238 stated that the collision occurred at 2 a.m. on May 15th. His vessel was at anchor near Shaukiwan, at the time, and his family, including deceased, were on board. When witness heard the noise made by the approaching launch he arose, but just then the vessel struck the fishing boat and capsized it. Witness dived from beneath his boat and called out "save life." The crew of the launch did not offer any assistance, but steamed straight on. Assisted by other boats' crews, witness succeeded in rescuing all on board with the exception of Lo Kam Tai, who was under the upturned craft. His young son, who was on board at the time, died on the same day at the French Convent.

His Worship informed the jury that in the case of the second child, a doctor certified that he had died from bronchitis. Witness, proceeding, said his vessel was not anchored in the track of any launches, or near any wharf. Another boat was anchored alongside his, and both vessels were struck. Both boats had lights at the stern which showed above the hoods. Witness trimmed and lighted his lamp, and it should have burned all night. The only light witness saw on the launch was at the stern.

Another boatman, who corroborated the evidence of the previous witness, stated that the hull of the launch which collided with them was gray, while the funnel was yellow.

The jury, after hearing his Worship's directions, returned a verdict of death by drowning, and of manslaughter against some person or persons unknown, on board of an unknown launch.

## GIRL RABBITONE.

A fifteen-year-old girl with a fully developed man's throat and a perfect baritone voice has been discovered by Mr. Frederick Little, a music-hall agent. Her name is Marie Dreams, and until quite recently she was employed by the Imperial Tobacco Company as a cigar stripper. Her throat has been examined by specialists, who regard her as an extraordinary case. Marie Dreams was engaged to appear at the Oxford Music Hall on May 22nd. At a private concert previously she sang three or four baritone songs, doing particularly well with "My Old Shako."

## TELEGRAMS.

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## JAPANESE ROYALTY IN LONDON.

LONDON, June 9th.

The Japap Society has held a Garden Party in honour of the visit of Prince and Princess Nashimoto to London.

Members of the Diplomatic Corps, the Rt. Hon. R. McKenna K.C. (First Lord of the Admiralty) and many other prominent people were present.

## INTERNATIONAL HORSE SHOW.

LONDON, June 9th.

The French have won the Cup at the International Horse Show at the Olympia.

## AUSTRALIA'S DREADNOUGHT.

LONDON, June 9th.

The Imperial Government has accepted the Commonwealth Government's offer of a Dreadnought.

## WIRELESS TELEGRAPHY ON THE BRITISH COAST.

LONDON, June 9th.

The Admiralty proposes to take over the wireless telegraph stations on the coast and to establish others at strategic points, keeping them open, however, for private use.

## THE GERMAN NAVY.

LONDON, June 9th.

The "Berliner Tageblatt" states that the next German Navy Estimates will show a considerable increase for the maintenance of the Reserve Fleet, and new proposals for the acceleration of the construction of fast battleships will be made in 1911.

## SIR CLAUDE MACDONALD.

LONDON, June 9th.

Sir Claude Macdonald, H.M.'s Ambassador to Japan, has arrived in London.

## THE U. S. TARIFF BILL.

LONDON, June 9th.

It is stated in New York that President Taft will veto the Tariff Bill unless there are radical changes. He is particularly irritated over the cotton schedules.

## VICTORIA SCHOOL.

A lecture on "Wellington" was delivered at 11.30 a.m. yesterday by Lieut. Simmonds R. A. at Victoria School to the senior pupils of the Kowloon and Victoria schools. Mr. B. James, Head Master, in introducing the lecturer, stated that Lieut. Simmonds had offered a prize for the best essay resulting from the lecture. At the conclusion of the lecture, Lieut. Colonel Chapman addressed the pupils and informed them that he had persuaded the Head Master to give them a half-holiday and also that it was his intention to give a prize for the second best essay. After the National Anthem, cheers for the lecturer and Col. Chapman, an adjournment was made to the woods behind the school, where an exhibition of Baden-Powell Boy Scouting, in which both schools took part, was witnessed.

## A SYNDICATED LUNCH.

Apocryphal of the anniversary of the death of Alfred de Musset, a Paris contemporary relates an amusing incident in the life of the poet. Three friends one day had taken a walk into the country, and returning, discussed the prospects of lunch. One observed that he could eat a fine lunch, the other said a moderate lunch would satisfy his desire, while the third confessed that any kind of lunch would content him. Unfortunately funds were very low. I have a good idea, said one, and he took the other two to the house of a music publisher. Addressing the publisher, he said, "Monsieur, we have come to ask you to buy a song. This gentleman has written the words, this one the music, and this one, the only one who can sing, will sing it." "Sing away," said the publisher, "and we shall see." The young man sang and the publisher was so satisfied that he acquired the song for fifteen francs, and the three hungry travellers, rejoicing, made for the nearest restaurant. The author of the words was Alfred de Musset, the musician Manpon and the singer Dupres. The song was "Andalusia."

## SUPREME COURT.

Wednesday, June 9th.

## IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

## ACTION FOR CRIMINAL CONVERSATION.

Judgment was delivered by his Lordship on a point of law raised in the action brought by Thomas Alexander Mitchell against John Lennam for criminal conversation. Sir Henry Berkeley, K.C., instructed by Mr. Stevenson, of Messrs Deacon, Lockyer and Deacon, appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. Harston, appeared for the defendant.

After explaining that plaintiff brought the present action on the same terms as the previous one, and stating that defendant claimed that the matter was *res judicata*, his Lordship dealt with the authorities covering the case, and in conclusion said:—These cases proceed on an accepted principle, that so far as the law is concerned rights do not exist until they are ascertained, and determined by such ascertainment; and although the rights may have been in existence for a long time, yet for all legal purposes, unless the decree ascertaining them otherwise orders, they are not acquired until a decree pronounced in favour of their existence. Acts of the parties may of course take the place of a decree ascertaining the right, if they are sufficient and effective. The application of this principle to retroactive legislation is established in these cases; it alters the rights which the persons affected had before it was passed, and they may enforce them; but it does not affect rights already acquired, that is, determined; and this simple explanation is sufficient; the person who has acquired them acquired them under the law as it existed at the time, and there is nothing left on which the new law can operate; the question is, in fact, decided, and is *res judicata*. It certainly requires express words to cancel or destroy rights which have already been determined and acquired.

In coming back to the facts before me, I first repeat the questions which I have already put, based on the standard cases on *res judicata*. Was the former judgment of this Court on the merits of the issue raised in the present action between the parties? The answer must be "No." What then did that judgment decide? That the right of action for criminal conversation was non-existent when the alleged adultery took place, because it had been destroyed. That cannot be pleaded as *res judicata* in this action, the basis of which is that the destroying Ordinance has itself been destroyed, its effect wiped out, and everything declared to be and to have been just as it was before the Ordinance of 1895 was passed. I now put the question which results from the three cases which I have just examined. Did the defendant acquire any rights by that judgment which are in issue in this action? If he did, alike on general principles as laid down in these cases, as on the effect of repeals as laid down in the Interpretation Ordinance, and which of course apply to this Ordinance of 1908, those rights would be respected, and the matter would be *res judicata*. But the only right which he could be said to have acquired was not to be vexed twice for the same cause, which is turning the argument in upon itself; it is *petitio principii*, and only raises again the very questions which I have been discussing, in order to ascertain whether they exist or not. The only other possible right which is perceptible as having existed during the period 1895-1908, is to have existed in conversation with another man's wife with impunity. Such was the law then, and it has now been declared by the Legislature that it is to be deemed not to have been the law. I am therefore of opinion that from all points of view that plea fails. Whether as a fact this defendant did have criminal conversation with the plaintiff's wife, as is alleged, is a question still to be decided.

## THE GOVERNOR AS PLAINTIFF.

His Lordship gave his formal judgment in the action in which H. E. the Governor was plaintiff, and Chu Ping, of 313 Des Vœux Road, was defendant. The action was for the specific performance by the defendant of an agreement dated 19th December, 1889, whereby Chu Chuen (now deceased) agreed with the Governor of Hongkong, for the consideration therein mentioned, either to resign an equitable proportion of the reclamation to Marine Lot No. 53A, or to pay an equivalent sum of money to the owners of Section B. and D. of the said lot. The plaintiff also asked for the specific performance of a second agreement dated 24th July, 1903, for certain declarations, and for costs.

Sir Henry Berkeley, instructed by Mr. Denny, took the place of the Hon. Mr. H. E. Pollock, who formerly conducted the case for the plaintiff, and Mr. M. W. Slade and Mr. G. C. Alabaster, instructed by Mr. Gedge, of Messrs Johnson, Stokes and Master, appeared for the defendant.

In the course of a lengthy judgment his Lordship said:—The preliminary objection had been taken that Sir Frederick Lugard had no right to bring the action. The position was this: It may be that the Government is to be ultimately benefited by the agreements entered into in the case of the Praya reclamation but they are not entered into on its behalf, nor does the Government figure in any of them. Therefore, the simple case I have imagined of the Governor suing to enforce the rights of the Government does not arise, because on the plain wording of the document, it has none. Therefore, if any action can be brought on this agreement, it must be brought by a party to it, or some one to whom the rights have been assigned, and Sir Frederick Lugard is not a party to it, nor the assignee of the rights. This defect is not remedied by the addition that he is suing for

and on behalf of the Governor of Hongkong, for the addition amounts to nothing, and cannot invest Sir Frederick Lugard with a right which he himself does not possess. I must therefore treat this as an action brought by Sir Frederick Lugard to enforce a cause of action, which, if it exists at all, exists in him personally, though as his title to the action asserts rights, which would result from a judgment, they would not be his personal rights, but would be obtained by him for and on behalf of the government of the Colony.

A careful study of the ordinance, makes it remarkably plain, so plain that the wonder is that it should have been so misunderstood. The Government had this large scheme on hand and had determined to undertake it provided those who would directly benefit from it would bear the cost. And the result of the preliminary negotiations was that the majority of the frontagers were willing to accept this benefit provided they each had some share in the land reclaimed. What share? Well, the Government could not say definitely, because the scheme was still in embryo; so they said if you contribute your share of the expense individually you shall have what any one would think was your proper share having regard to the public requirements for roadways and streets; and of course having regard also to the claims of other lessees. With the majority of the frontagers in favour of the scheme the Government decided to proceed, and determined on what was, no doubt, forcible expropriation so far as the minority was concerned. After referring to the circumstances at the passing of the ordinance his Lordship continued: Suppose in fact that some or many had raised the question that the original compact on which the ordinance was based, that the division was to proceed on the principle of equitable proportion, had not been complied with, can there be any doubt that they would have been entitled to be heard? Assuredly not. They could not have protested before the ordinance was passed because the plan was not in existence. Having had much practical experience in such matters, I say unhesitatingly that a Government would be mad which insisted on pressing through a scheme such as this if it had been challenged as being a breach of their original undertaking by those with whom the undertaking was entered into. Fortunately nothing of the sort happened, and so far as one can judge the adherents seem to have been satisfied that the Government had kept faith and that the proportions allotted to each were equitable from the standpoint of each. There is no evidence that such was the case, but it might be well that this very question which is raised between non-adherents, should have been raised among adherents; and I have no hesitation in saying that if the question whether the complete ignoring of back section holders had been so raised they would have been entitled to a patient hearing and further that if there had only been one without prejudice to the rest of the scheme proceeding, he would have been entitled to have the question, which is raised in this action, very seriously considered by the Government, and if necessary, by the law officers at home. For I wish to say this at once: That is a very serious question, and one not to be so easily assumed adversely to the back section holders as seems to have been done by the Government in this case. Referring to the judgment of his learned predecessor, who said that "equitable proportion" meant so much as a court of equity would give, his Lordship said the Government ought to have treated the protest they had received with less scant courtesy than they did and a timely reference to the law officers at home would have saved this troublesome and very costly litigation. The Government had begun by ignoring its own ordinance. Its duty was manifest, and an amending ordinance ought to have been passed immediately giving the Government and the lessees further time to settle differences. He had been trained in the strictest school of constitutional law, more especially in its application to Crown Colonies; a legislature had been provided and the rights of that legislature must be respected even in the smallest detail. Further, in this case, the rights of individuals were being dealt with and the greatest circumspection was necessary on the part of the Government and its officers that everything should be done regularly. He had no notion of a Government passing an ordinance and then acting autocratically as if no ordinance had been passed and doing what it thinks fit. His learned predecessor in his judgment in the Full Court said: "The Crown, could, however, I presume, by its representative, allow the agreement to be entered into after the three months under its general powers if not under its statutory authority." With much respect such general powers which involved passing by the provisions of an ordinance did not exist. For further guidance, of the Executive, he thought it advisable to correct such a misleading impression, which seems to have prevailed in the colony, and what the Government thought they were achieving by dating the agreements and getting them signed by the land officer within three months and not by the other parties, more especially when the other parties were not ready to sign them, he had not the remotest idea. Certainly not compliance with the ordinance. After referring to the preliminary point that had been raised, his Lordship said he was of opinion that Sir F. Lugard the present Governor, had no right or title to sue on the agreements, and the fact that he alleged that he was suing on behalf of the Government did not alter the position of affairs and therefore that a non-suit should be entered. Reverting to the facts, he said there appeared in the Government Gazette of 19th December 1891 a notice which contained a list of lessees who had accepted and among them figured the



name of Yu Chow in respect of sections B and D. It was attempted to get that in evidence and of course it was objected to, but the Evidence Ordinance of the colony contained a curious provision which he could not pass over without criticising most adversely. By section 26 (3) of Ordinance 2 of 1889 it was provided that in civil proceedings "all proclamations, etc., and other official communications of the Government appearing in the Government Gazette may be proved by the production of such Gazette and shall be prima facie proof of any fact of a public nature which they were intended to notify." The provision ought to be at once repealed. It was impossible in this way to make any document which was of a public nature and which was put into the Gazette prima facie evidence of the truth of the contents; that was, shift the burden of proof on to the other side, compelling him to prove the truth. The Gazette was generally in charge of the Assistant Colonial Secretary or sometimes of a chief clerk and it simply made anything which a junior officer chose to put into the notice prima facie evidence. The danger of the provision was well illustrated by what occurred in this case. The notice must have been a mistake. It could not have been intentional because it was diametrically opposed to the facts, and yet it was attempted to put it in evidence. Continuing he said that the Government was bound by the judgment in the former action, and he suggested that one point by agreement between Chu Chin's executors and the Government, should now be referred home for the opinion of some person—probably the law officers of the Crown to determine. While judgment must be entered for the defendant with costs.

On the application of Sir Henry Berkeley a stay of execution was granted while plaintiff considered the position. Judgment was delivered in the action for damages for collision instituted by Wong Cheong Wai, owner of the junk No. 12,115 against Michael Jensen, of Apurade, Schleswig-Holstein, in the Empire of Germany, owner of the steamship *Holstein*, plaintiff claiming \$10,000 for the loss of the junk and her cargo. The collision took place on the China Sea on 4th October, 1902. The Hon. Mr. H. E. Pollock, K.C., instructed by Messrs. Goldring, Barlow, and Morrell, formerly appeared for the plaintiff who was now represented by Mr. H. G. Calhoun, and Mr. M. W. Slade, instructed by Messrs. Deacon, Looker and Deacon, appeared for the defendant.

His Lordship said:—The plaintiff is the owner of a certain junk and he brings an action in rem against the s.s. *Holstein* for damages resulting from a collision, which is alleged to have occurred in the China Sea, during the night of 24th October, 1902, about seven miles due south of Tong Mi Point. The stories as told by those on board the two vessels are more than usually discrepant. The junk was, according to the story told by the master and his steersman, proceeding to her regular fishing ground which lies about fifty miles south of Tong Mi Point; she had been fishing in the bay between that point and Chi Lung Point and was sailing on the port tack with a light northeast wind, as near to the wind as she could sail, and with only just steerage way on her. The men say that the course they were on would take them in ordinary circumstances about six hours to get to the fishing ground without tacking; also that they did not tack at all after they were once on their course, which was set before they got away from the Point. The *Holstein* was proceeding on her regular course from Swatow to Hongkong at about eleven knots. The night was clear with starlight but there was no moon. The discrepancies in the two stories begin at once. The junk, says the owner, was hit by the *Holstein*, a part of her after bulk head "just where we go down into the cabin"; the stern was wrenched off and sank with four persons on board, who were drowned. The remainder of the junk was towed to the shore by another junk which was in company with the plaintiff's junk, and afterwards towed round to Shaukiwan; and there she is, or was, when this action was commenced, on the slips, in witness of the story, as Messrs. Long Hing's excellent photographs showed. And a Chinese fireman from the *Holstein* came and told us that he had seen the bit of the stern floating down the starboard side of the ship level with the water, apparently just on the point of sinking. He also heard cries of "save life," but the master and second mate of the *Holstein* threw doubts on this story and questioned the identity of the junk on the slips with that of the junk with which they were in collision. For this reason—it is quite true that their ship did strike a junk about where the junk people say she struck theirs, but there was no crash, only I suppose a bump; and they heard no cries; and as the junk with her sails set slipped down alongside the *Holstein* both master and mate say they saw the outline of her sails and her three masts standing; that is to say, they saw the pole in the stern on which the stern light would have been suspended. Therefore, according to them, this junk was not cut in two at all, and the vessel on the slips of which we had the photographs is not the junk with which they collided, and that one has joined the fleet of the "Flying Dutchman." In order to get at the truth of his preliminary fact of identity I proposed two questions to the assessor. First: Would a junk with her stern knocked off, as shown in the photographs put in evidence, keep sufficiently afloat to enable her to be towed some seven miles to the shore? And further to enable her to be towed round the coast to Shaukiwan? His answer is: Yes. As a water-logged junk she would tow a wash in smooth water a long way; certainly all of seven miles. Probably some strengthening would be done to her by cross beams before she left for Shaukiwan. Second: Would a steamer of the size of the s.s. *Holstein* going at half speed, about seven knots, according to the mate's evidence, coming into contact with a

local legislation which I am considering, and they must clearly be interpreted by the light of the decision and that of the *Englishman*. Therefore I put to the assessor this third question—The junk having infringed the regulations as to lights and carrying only a stern light, can it be said that this fact could not by any possibility have contributed to the collision? In other words do you accept the mate's statement that had there been the regulation lights he could have told the junk's course more accurately? His answer is—Emphatically, it cannot be said that the infringement of the regulations as to lights could not by any possibility have contributed to the collision as with proper lights, that is, a high light forward, and another light some fifteen feet lower and aft, the officer in question would have seen at a glance how the junk was coming. Looking at this question as a judge I see a great distinction between the facts of this case and those of the *Englishman*. There the trawler had infringed the regulations by not exhibiting the regulation lights; but the court held that in the absence of a lookout on the part of the schooner, this neglect on the part of the trawler could not by any possibility have contributed to the collision. Each case must be decided on its merits, and even assuming the *Holstein* to have been in fault by reason of a wrong inference, which the second mate drew as to the course of the junk, I cannot say that this wrong inference would still certainly have been drawn had the junk shown both her lights; and therefore that by no possibility did the exhibition of the stern light only on the junk not contribute to the collision caused by the wrong inference as to her course. I therefore hold the junk to blame. Is the *Holstein* also to blame? This seems to me to resolve itself into one question and one question only, there are a variety of subordinate questions but they all come back to this one. Was the inference which the second mate drew as to the course of the junk a reasonable and seamanlike one? This inference was that when he first saw her light she was on the starboard tack and that his subsequent observation of her one light led him to the conclusion that she had altered her course and was coming back on the port tack. The subsidiary questions are—If he had held on his course would he have struck the junk; or did his starboard helm bring about the collision, or if he had ported his helm, would he still have struck her or would he have avoided her? The court is not to be wise after the event; and we know now that, if he had done anything but what in fact he did, there would have been no collision. If, as a matter of fact, the junk did alter her course, then possibly different considerations might arise. I therefore put this fourth question to the assessor:—In your opinion did the junk alter her course. His answer is—No, I believe that the junk was on the port tack and kept her course the whole time the s.s. *Holstein* was in sight up to the collision. The assessor bases himself, of course, on the nautical evidence; and with regard to that evidence I see no reason for disbelieving the statements of the junk people as to the lights which they saw. Both men were positive that they saw the stern red light and nothing could shake them; it was also clear that they knew red from green. They say they saw the *Holstein*'s mast head white light and her red light and did not see her green light till, the moment of the collision. Moreover I cannot see the slightest reason for doubting their story as to what they had been doing and as to where they had been and where they were going. They had been fishing in or about the bay for a few days, were some miles to the west of Tong Mi Point, and were going straight back to their fishing grounds. I now come to the cause of all the trouble, the inference, which the mate drew that the junk was on the starboard tack, and I think that the test of the *Holstein*'s liability must depend on whether this was a reasonable and seamanlike inference. I therefore put this question to the assessor—Bearing in mind the fact that the junk had only one light visible and accepting the mate's evidence as true, was the inference which he drew that the junk was on the starboard tack, a seamanlike inference? If you should answer this in the affirmative, was the manoeuvre which he did in fact execute a seamanlike manoeuvre? His answer is—When the officer of the watch on the s.s. *Holstein* first saw the light I do not think for a moment that he considered what tack she was on as there was only a single light showing. Now it is a recognised axiom in seamanship to haul away from an unknown light and if necessary to bring it about the beam and so make safety of it. This involves answering the second part of the question, and to this the assessor says—I consider the officer in question acted as would be required by the ordinary practice of a seaman and by the special circumstances of this case. But his helm should have been put to starboard sooner, as he approached the junk too close before giving way. I accept these answers. The problem is not a very difficult one, and it has been worked out for me to scale by the assessor. The *Holstein* was going 11 knots when the junk appeared on her starboard bow. She will therefore have moved on three and a half cables in two minutes. The wind according to the *Holstein*'s preliminary act was northerly, a fresh breeze. This was the mate's own observation; so that if the junk had been on the starboard tack as he supposed two minutes' sailing would have brought her broader on the *Holstein*'s bow, and with the two minutes' steaming of the *Holstein* herself the junk would have been nineteen degrees on the starboard bow, that is, one and three quarter points. Whereas if the junk were as a fact on the port tack coming along with just steerage way, that is about one and half

knots an hour, with the *Holstein* going at 11 knots for two minutes, the junk would have closed one degree which is inappreciable in bearing. The mate says that he saw twenty lights all in the same direction and that the nearest light, that is the plaintiff's junk, was half a point on the starboard bow, three-quarters of a mile off; and that after two minutes' steaming the light widened about a quarter of a point, whereupon he altered his helm and brought the light one point on the starboard bow. In cross-examination he stretched his calculations a little, saying that the junk's light broadened from a half to three quarters or one point in these two minutes. But if his inference had been correct when he altered his course half a point to port at the end of the two minutes, he would have brought the light even wider on the starboard bow than he says he did; it would have been all of two points, thirty seconds after starboarding his helm, which shows that his inference was completely wrong. It is also material to note that he came to the conclusion that all the other lights were on the same tack, that is, going away from the *Holstein*, so that I cannot take his observations as having been superficial. Further, I cannot understand how having come to this conclusion and thinking, as he said, that the *Holstein*'s would pass all clear, he should also have thought it necessary even for greater safety to alter the *Holstein*'s course to give the junk a wider berth. I am therefore of opinion that there was no justification for the assumption that the junk was on the starboard tack and afterwards altered her course. Therefore as the collision did result from the manoeuvre which he thought his inference necessitated, I hold the *Holstein* also to blame. As to whether the *Holstein* stood on it. The assessor however, does not see anything to criticise in the manoeuvres adopted by the *Holstein* after the collision.

In reply to questions his Lordship said that both parties would pay their own costs.

#### DEATH OF DR. WILLIAM HUNTER.

We record with deep regret the death of Dr. William Hunter, who since 1901 has held the appointment of Government bacteriologist in Hongkong. He died yesterday morning at the Government Civil Hospital at the early age of 34. A man of high attainments, he seemed to have before him a professional career of great promise, and the news of his death yesterday evoked expressions of deep regret from all who knew him. The most profound sympathy is felt with Mrs. Hunter in her bereavement following as it does so closely upon the sad death of her little son in a London lift accident as they were on the eve of returning to Hongkong at the end of last year after twelve months' holiday at home. Dr. Hunter returned from his leave in January last. His career is set out in *Who's Who in the Far East* as follows:

M.B., C.M., Aberdeen (Honours), F.R.I.P.H., London; Government Bacteriologist, Director of Bacteriological Institute, and Medical Officer in charge of the Govt. Public Mortuary; Lecturer in Pathology and Bacteriology, School of Medicine for Chinese, Hongkong; b. May 25, 1875 at Macduff, Banffshire, Scotland; m. the late Rev. W. Hunter, Macduff, Scotland; m. 1902, Maria Alice, d. of James Rae, of Calter, Aberdeenshire. Educ.: King's College, London; Robert Gordon's College; King's College; Marischal College, Aberdeen; University of Leipzig; University of Berlin, Germany; King's College; West London Hospital; most distinguished Medical Graduate, Aberdeen University, 1893; James Anderson Medallist and Scholar, Aberdeen, 1896; John Murray Medallist and Scholar, Aberdeen and Middlesex Hospital, London, 1896; George Thompson Travelling Fellowship, 1897-99; Acting Medical and Surgical Officer, Royal Infirmary, Aberdeen, 1896; Laboratory Assistant, Pathological Department, Aberdeen University, 1897; Clinical Assistant, National Hospital for Paralysis and Epilepsy, London, 1899-1900; Laboratory Assistant, Neuropathological Laboratory, King's College, London, 1900; Assistant Bacteriologist, London Hospital, 1900-01; Director of Pathological Institute, Lond. Hospital, 1901; Member of British Medical Association, Member of Societies of Great Britain; Fellow of the Royal Institute of Public Health, London; Member of Commission appointed by Government of Hongkong to enquire into Excessive Infantile Mortality amongst Chinese, 1903. Publications: "Epidemic and Epizootic Plague," Hongkong, 1904; "A Research into the Etiology of Beriberi" (jointly), 1906; "Reports of the Government Bacteriologist for the year 1902 to 1906 inclusive; numerous contributions to medical literature from year 1897, chiefly contained in "Journal of Anatomy," 1897; "Brain," 1899; "Journal of Pathology," 1900; "Journal of State Medicine," 1900; "Centralblatt der Bakteriologie," 1901-05; "Lancet," 1901-05; "British Medical Journal," 1901-06; "Journal of Preventive Medicine," 1905; "Journal of Tropical Medicine," 1905. Club: Hongkong. Address: Mountain View, The Peak, Hongkong.

The funeral passes the Monument at six o'clock this evening.

#### PRINCE AS MERCHANT.

A member of one of the oldest ruling Houses of Europe, has just acquired a commercial qualification for a commercial career. The prince in question is Henry XXII, of Reuss, who belongs to the appanaged line of that dynasty. After working for four terms at the Cologne Commercial High School as a matriculated student, his Serenity has taken his examination. Prince Henry was born in 1873 at Constantinople, where his father was German Ambassador. His mother is a Princess of Saxe-Weimar. It does not appear to what use he intends to put his commercial attainments.

#### PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

May, 7th 1903.

ABUSES OF THE WORKMEN'S ACCIDENT ACT. The way certain *ouvriers* in this country exploit the Government or abuse the laws relating to the Accident Act is nothing short of scandalous. It is indeed a very sad reflection that nearly always the beneficent laws passed to the advantage of the people give rise to all sorts of deceit and fraud. The Workmen's Accident law, which has now been in operation ten years is a case in point. The principle of this law is generally admitted to be just, but the working of it has excited an immense amount of criticism, so much so that a special commission of the Senate is to be appointed with the object of examining certain proposed modifications of the law, whose aim is to prevent the scandalous abuses which have arisen.

Now the 1898 law enacted that only accidents causing incapacity to work for a longer period than four days should give rise to the payment of half-wages to the injured party, and that such payment should begin only from the fifth day. An amendment passed in 1905 enacted that in the event of the incapacity lasting more than ten days the indemnity should be paid as from the first day.

According to the masters, the result has been that lazy and dishonest workmen try to make the incapacity last beyond the fourth day, so as to be able to draw half-wages without working, and even to the eleventh day, in order to obtain payment for the first four days. In this way the cost of medicine and medical attendance is also greatly increased. "There will soon be no accidents lasting less than eleven days," said a manufacturer, recently. Further loss is caused to the masters by the men pretending to be hurt when they are not, shamming, perhaps, symptoms of diseases from which they have previously suffered. Nor is this all, for in many cases, injuries are even voluntarily inflicted, with the object of obtaining compensation, and slight injuries are exaggerated. Collision between the workmen and certain doctors has frequently been proved. Unnecessary visits are paid and charged for, and bills are sent in for superfluous medicines, massages, radiographical and electrical tests and treatment, &c. Other doctors coach the men in the simulation of imaginary injuries, give false certificates of incapacity, and even aggravate the injuries actually received!

These frauds are, to a large measure, rendered possible by the provision of the law allowing the workmen to select their own doctors. In March 1902, in a case heard by the *juge de paix* examining magistrates of the fourth arrondissement, 28 out of 31 medical certificates produced were rejected as being worthless, the signatories having witnessed to phenomena which it is quite impossible to control medically. In another case a doctor was found guilty of fraud and collusion, and sent to prison for several months, besides being suspended from the exercise of his profession for five years. Some striking instances are given of the increase in the cost to masters or employers of complying with the law. The cost of medical and pharmaceutical charges rose from 5,416,893 francs in 1901 to 10,553,987 francs in 1906. The guarantee organization in connection with the building and public works trades found that the cost under this heading per 1,000 workmen rose from 2,339 francs in 1901 to 13,068 francs in 1907—an increase of 360 per cent. The number of accidents declared rose from 222,124 in 1904 to 359,947 in 1907, while during the same period the number of accidents per 1,000 men employed rose from 52.8 to 96.2, being an increase of 82 per cent in three years. The number of serious accidents which came before the Courts for decision was 6,543 in 1900, 15,305 in 1904, and in 1907 it had risen to 26,138!

POLITICAL AND SOCIAL UNREST. It does not at all follow that because the dreaded first of May passed off much more quietly than most people expected that all danger is over. Labour upheavals are certain to occur before long which accounts for the Government's readiness to cope with any serious outbreak of labour troubles. Usually the day passes without serious disorder, but the fact is very evident that the Socialists, Anarchists and Revolutionaries have recently been much more active than at any time since the Republic was established. It is not when the Government is standing by its guns that the rioters will break out, but on the contrary, when they think vigilance is less keen. The Post Office strike—which by the way shows signs of breaking out afresh before very long—which almost paralysed the trade of the country, was a startling revelation of the power possessed by irresponsible bodies, and in many directions there are signs of dissatisfaction with the Parliamentary Republic. It only needs some fresh disaster to strike the French nation, such as a rude awakening to her decline as a naval power, ships without men, guns, ammunition, and boilers, sums up the *début* of the French Navy,—to bring France perilously near to a fresh constitutional crisis and period of chaos which have so often marked her history. The Parliamentary Republic has lasted in France for nearly forty years, much longer than students of history anticipated, and longer than any form of government since the death of Louis XVIII. History, as we know, has a way of repeating itself, and it is only too evident that there are forces at work in France which are quite ready to play fast and loose with the basis of her national existence. France's political future is terribly black and menacing in the extreme as events daily prove.

SAFE-GUARDS AGAINST RENEWED STRIKES. In anticipation of another postal strike in

## FEARFUL ECZEMA FROM BABYHOOD

Until 8 Years Old—Face First Affected, Then Body—Eyes Almost Hidden—Legs a Mass of Ulcers—Clothes Stuck Fast to Flesh—Parents Fought Disease in Vain.

### ANOTHER GREAT CURE EFFECTED BY CUTICURA

"At the age of three months I first commenced to suffer from eczema which started on the forehead as a red patch. This gradually broke out in spots and in time spread all over my face. Various remedies were tried, but without success. I then commenced treating according to the doctor's orders, but not much good was done. After a few months of this, the disease began to spread all over my face and my parents told me that at this stage my eyes were like looking into two holes, as the spots were so bad. Eventually the disease left my face only to break out in other parts of my body. They tried medicine, herbs and ointments, and in fact anything that was recommended."

"This trouble went on until I was eight years old. At that age my parents decided to give me Cuticura Remedy. When they first used it, the condition I was in must have been extra bad, as they tell me they had to pull my shirt from my back, as it used to stick to the sores. My legs were a solid mass of eczema from the thighs to the calf. My stockings used to stick every day and they had to be pulled off along with the spots. I had to wear gloves to keep me from scratching the sores. The first night Cuticura was used I slept all night, which was a thing I had not done for some time. An improvement could be seen immediately and after using three sets of Cuticura Soap, Ointment and Resolvent I was practically cured. Cuticura Soap was continued for about twelve months when I was quite free and my skin clear again. This twenty years ago now and I have never suffered since. George A. Gibson, 35, New-Don, Dalton on Furness, Lancs, Eng. Aug. 14, 1903."

Cuticura Remedies are sold throughout the world. A large list of agents is given on the wrapper. Sole U.S. Agents, J.C. Watson & Co., Sydney, N.S.W., Australia. Sole U.S. Agents, J.C. Watson & Co., Sydney, N.S.W., Australia. Sole U.S. Agents, J.C. Watson & Co., Sydney, N.S.W., Australia. Sole U.S. Agents, J.C. Watson & Co., Sydney, N.S.W., Australia.

54-13

Paris, M. Clemenceau has sent a circular letter to a number of motor car manufacturers and dealers, as well as to business houses, asking them to furnish, as quickly as possible, a list of the cars in their possession, their capacity, speed, &c. They have also been asked to state whether their cars could be placed at the disposal of the Government and on how short a notice. Railway-men have almost decided to strike before long in concert with the postal employees. No end of inconveniences are in store for Parisians; some of whom have not yet recovered from the effects of the late Postal strike. Every public body seems to have its knife in the Government; the open struggle of the future will be between the General Labour Organization and the Government. Fortunately Premier Clemenceau is a man to be feared, as he wields tremendous power.

AN ELABORATE POST OFFICE. The new District Post Office, on the site of the famous restaurant, La Maison Dorée, is beyond doubt the most artistic establishment of its kind in Paris. Judge for yourself; the telephone-room in the basement is in mahogany with gilded carvings and enameled. On the ground floor the walls are relieved by white ceramics, with pale blue laurel and dark leaves. Upstairs on the first floor, there are carved oak seats like cathedral stalls for the public to sit in, and gilded cornices, enameled walls and ceilings, and mosaic floors. The counters on the ground floor are lined with brass work, while the floor is furnished with a Turkey carpet; in the basement is the telephone-room; each box being of polished mahogany. The clerks all wear black coats, with white collars and black ties. This magnificent building which is the most up-to-date and luxurious district post-office in the world has cost the Government 2,550,000 francs. The new structure is on three floors, and the corners of the massive carved oak, tessellated staircases are adorned with evergreen plants and spring flowers in pots which is the duty of old postal pensioners to water daily. The Post-Office truly resembles a lady's boudoir.

SNOW PLOUGH ON PARIS ROADS. By the terms of the agreement between the Paris municipality and the Concessionaire Omnibus Company, the latter will be called upon, in return for the privileges which it is granted, to furnish its vehicles with snowploughs and clear a track along the road it uses. In addition to this the Company must place at the disposal of the City 50 automobile *lombreaux* or dust-carts for carting away the snow. Hitherto the Company has provided horse-drawn carts, which were generally useless when much snow had fallen. The omnibus company will also have to provide sand heaps wherever necessary.

#### SMOKING AND VITAL FORCE.

Mr J. P. Sandilands, has been contending that men should not smoke because it is mischievous. Writing in the *Saturday Review*, he said:—It was mischievous because it suppressed the vital force. The vital force is essential to life. It is the driving-power for the machinery. It was because of this suppression of the vital force that we had lost our fevers and had chronic diseases abounding instead. I have just visited on two occasions, and this for scientific purposes, Siecho, the man who is fasting fifty-two days in Birmingham. He is smoking a lot. I expected to find what I discovered. Your readers may like to know that they may find in their throats the evidences of the mischief smoking is doing. I expected, and I did find on examining his throat, that Siecho was suppressing his vital force, so much so that the whole apparatus was waiting in driving power. In other words, he was suffering comparatively nothing from his fast; but he was doing enormous mischief to his system generally.



## ENTERTAINMENT

THEATRE ROYAL

FOR A SHORT SEASON ONLY.

COMMENCING TO-NIGHT (THURSDAY), JUNE 10TH.

'BANDMANN'S MERRY LITTLE MAIDS'  
OPERA CO.

JUNE 10TH, "THE GAY GORDONS."

11TH, "VERONIQUE."

12TH, (MATINEE) "THE DANDY DOCTOR."

14TH, "THE MERRY WIDOW."

15TH, "THE PRINCE OF PILSIN."

16TH, "A WALTZ DREAM."

FULL ORCHESTRA.

24 BALLET 24.

A SPECIAL MATINEE WILL BE GIVEN NEXT SATURDAY,  
THE 12TH INST., COMMENCING AT 5 P.M.

PLAN OF SEATS AT MOUTRIE &amp; Co.

PRICES ... \$3, \$2 &amp; \$1.

Hongkong, 4th June, 1909.

[821]

PREMIUM  
BONDS

WE are the largest Dealers in the world in these attractive securities.

## WHAT ARE THESE BONDS?

They are high-class, and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from \$40 to \$400,000, or, at the very least, at their full nominal value.

## EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s to £20.

Write for Handbook, sent post free.

MELVILLE, GILY &amp; Co., Bankers, 3, Rue de la Bourse, PARIS (France).

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## NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Company's Steamship

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 10th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Hongkong, 8th June, 1909.

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NAVIGAZIONE GENERALE  
ITALIANA.

(Florio and Rubattino United Companies.)

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

## THE Steamship

"ISCHIA,"

having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here, after which date, they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

CARLOWITZ & Co.,  
Agents.

Hongkong, 5th June, 1909.

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## S.S. "TOURANE,"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Matapan" from Havre ex s.s. "Frederic Moril" and "Ville de Cotte" in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 14th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 14th June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,  
Agent.

Hongkong, 7th June, 1909.

[2]

## THE APOSTLE OF HAPPINESS.

HOW HORACE FLETCHER DEFIES THE YEARS.

Mr. Horace Fletcher, one of the most remarkable Americans of the present day is just now in London says the Daily Express.

Like Dr. Guillotine and Captain Boycott, Mr. Fletcher has endowed the language with a new word, but one which is associated only with comfort and peace.

In America "to fletcherise" is as full of meaning as "to gormandise," but the meaning is precisely the opposite. Mr. Horace Fletcher is the apostle of living on little food, and of enjoying it. He is also the apostle of happiness.

Twelve years ago Mr. Fletcher was the despair of the doctors. He had half a dozen desperate ailments, he weighed nearly as much as two ordinary men, and no company would issue his life. He determined to cure himself, and he did it by cutting down his food.

To-day he is a blithe, medium-sized man of sixty, with the pink face of a cherub, a grip of iron, a clear blue eye, a head of white hair of which Benjamin Franklin would have been proud, and an ardent desire to teach the world how to eat wisely and yet well.

He can work from morning until night without feeling fatigue, and he does it on two meals a day.

Although he stays at one of the best hotels in London he spends less on food than the average man. He is not a vegetarian, but he eats very little meat. He is not a teetotaler, but he extracts as much pleasure from a few sips of wine as most wine drinkers do from a whole bottle. He even smokes, but often the smell of the tobacco satisfies his desire without the trouble of smoking.

After living for weeks on food costing 5s. a day he underwent tests with one of the highly-trained Yale teams in America, and best one of their records.

He has expounded his philosophy of eating in "The A.B.Z. of Our Own Nutrition," which is published by Messrs. Stephens, of Trafalgar-square. He has lectured to thousands of people in America on this subject. There is no suspicion that he is preaching his philosophy for his own advantage. He is a wealthy man who lives in a magnificent old palace in Venice, and he goes to America regularly for the good of the Americans.

FORTY YEARS OF TRAVEL.

He has travelled about the world for more than forty years, and has been nearly everywhere, from the Himalayas to the Philippines, and from Kashmir to Japan. He has instructed Marshal Oyama and other Japanese staff officers in the art of snuff-shooting, and he was one of the first men to discover the commercial value of Japanese novelties. Taking a couple of shiploads of fans and sunshades and other such goods to San Francisco, he opened a shop and sold them like wildfire. With fresh supplies he opened other shops in New York, Chicago, and New Orleans, and made a fortune. He would have gone on plugging up millions, but he had other things to do and left the lucrative trade.

He has been a sailor, a globe trotter, an author, a business man, and a lecturer. Now he is the apostle of "dietetic righteousness."

In the United States there are hundreds of "Don't worry" clubs. Mr. Fletcher was the originator of this novel and interesting cult.

In Mr. Horace Fletcher's belief half the ills of the world are due to food poisoning from eating too much. The body gets clogged, he says, with the superfluous food, and the result is all kinds of physical, mental, and moral illness.

His cure is astonishingly simple and he first proved it on himself. He refuses to "diet" any one. He says that he can't tell what he will fancy for breakfast tomorrow and much less what any one else would fancy. He lays down two rules. They are:

(1) Eat thoroughly. Don't worry to count how often you chew your food but chew everything until it "swallows itself."

(2) Eat anything you fancy. If you fancy oysters, eat oysters. If you fancy the shells and can't chew them, eat the shells. Eat anything your taste selects so long as you eat thoroughly. Trust your instinctive taste. Never eat until you are hungry. Stop when your taste says so.

THE RESULT.

The result of following these rules, Mr. Fletcher says, is astonishing. The first effect of eating quite thoroughly is to extract more nutrition from far less food than is usually taken.

The effect of trusting the instinctive appetite of eating what you like instead of what you may have been in the habit of eating—is that the natural taste asserts itself, and different kinds of food are preferred. The desire for flesh food nearly disappears, and with it the desire for alcohol or other stimulants.

Here are things Mr. Horace Fletcher eats: Potatoes, rice, fruits, bread and butter, stewed oysters, wheat cakes and maple sugar, cream with powdered sugar, all sorts of pies (occasionally), eggs (rarely), salted nuts, caramels.

He gets up at 6 A.M., breakfasts at midday, and eats again in the evening, when he gets hungry. He feels twenty years younger than he did twenty years ago, and says that every one else would who took his advice and practised "dietetic righteousness."

He lives in a model dwelling in New York, where he has a number of large rooms in which the children of the poor are taught to eat properly, to behave properly, and to grow up properly. It is all a labour of love, and Mr. Fletcher is known on the East Side of the city as "the good millionaire."

## SANDY.

It has been said that the successful Englishman of to-day, when he is not a Scot or a Jew, is almost always a German or a Jew; but of all these brands of Britons it is probably the Scot who goes furthest. Prime Ministers, field-marshal, poets, millionaires, and artists—whatever Scots turn their hands to, they bring a perseverance and an insight which lands them at the top. It is the fashion to laugh at them, says the Pall Mall Gazette, but they can afford to be laughed at; as Mr. Balfour said recently, Englishmen "had their jest and Scotsmen had a full share in the management of their estate." That, of course, is the point—that wherever the English tongue is spoken, the organising genius of the Scots will be found to be the motive force of the community. Just as neither "brilliant" nor "wild" is in the least an adequate description of an Irishman, so "canny" falls short of the innumerable, mixed attributes of the "mon frue Glasgow." He is hard-headed, yet extremely sentimental. He laughs, but only at things which are not funny. He is seriously and intelligently artistic, yet he is usually content with hideous surroundings. He is tenderly patriotic, yet he roams the world over. He always starts as a bare-footed golf-caddie, and ends in Westminster Abbey.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoise, Last Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A.S. Watson &amp; Co., Ltd., Sole Agents.

A.S. WATSON &amp; CO., LTD.

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## A LION HUNT IN ZULULAND.

A RESIDENT MAGISTRATE'S BAG.

Mr. Oswald Fynney, the Resident Magistrate at Ubono, Zululand, had the good fortune the other day to bag three lions. The Times of Natal prints a private letter to Sir Charles Saunders in which he describes the hunt. Two of the lions—a lioness and her mate—were fighting in Mr. Fynney's presence, and were shot without much difficulty, although the lioness charged him savagely. Regarding the third and largest lion he writes: "The lion was quite excited. The lion had 200 yards to go, and I about 40 to reach the lion. He was evidently making for me. He didn't seem to be going hard, but I don't think I gained a foot and he was just about to prove an easy win by 200 yards, when with a despairing shout I pulled up to take my one remaining chance. To my joy, he stood and turned his crest towards me, apparently in response to my exhortation, which, I fear, was of an unpropitious nature. My shot struck him on the left, at the base of his neck, and, swinging round with a growl, he bolted into a thicket on his right. The dogs ran forward at the shot, and, getting on the scent, they took it to the edge of the bush, where they waited for me to come up. On my doing so the plucky little beast went in without any hesitation, and I followed, feeling quite assured that the dogs would give me due warning of the lion's presence. The undergrowth was so thick that I could see nothing all the way, and I followed the lion on the left, and I caught a glimpse of one of the dogs; so thinking that the lion was unking for the "Gaku" again, I charged out of the bush (it was only about twenty yards in diameter), hoping to get a shot as he crossed the intervening space, and came on to the two lions. The dog went in again immediately, and as I followed him the little bitch dashed past me straight on to the lion. There was a growl, a yelp and the little bitch landed back at my feet quite dead. Simultaneously the lion showed himself about eight paces to my left. I had him covered, and fired before he had time to do anything more than growl and look very unpleasant. My shot struck him just about the left eye, and he went down. I reloaded, my right barrel was ready for him as he got up. This time he tried to come on in a noisy sort of way, but my bullet went through the corner of his left eye, and as I found afterwards, he died. The lion was a full-grown male, with fine mane and coat, and though I did not measure him, he struck me as being of extraordinary length."

## NEW YORK CUSTOMS.

STRICTER MEASURES.

It is estimated that millions of dollars can be added to the American revenue by more strictness on the part of the 500 Customs inspectors in New York, and Mr. Loeb, lately private secretary to Mr. Roosevelt, has undertaken to reorganise the Customs personnel with that object in view. European travellers say the New York correspondent of the London Daily Telegraph, are always enormously impressed by the great army of inspectors who batten upon their luggage on landing here, opening everything, but in future the inspectors will be stricter still in order to see that some choice bit of imported lace or other article paying handsome tribute to Uncle Sam does not escape detection.

It is complained that there has been a great deal of smuggling and fraud, and Mr. Loeb has been empowered by the Treasury to set things right. During a conference with the Treasury officials he discussed at length the short-weight frauds by which the Government was robbed of millions, and suggested that an electric scale, with which he has been experimenting, be used instead of the old-fashioned machines. Mr. Loeb believes that it is impossible to tamper with an electric scale, as it was with the old scale, by which the Sugar Trust ingenuously "served" the payment of millions of dollars and compelled to refund by the Government. He is now empowered to install the electric scale.

The practice of Customs officials luncheon and dining on newly-arrived liners at the expense of the shipping companies will also be suppressed, much to the disgust of the aforesaid officers, who have long regarded free meals as part of their perquisites.

Mr. Loeb was a junior reporter at Albany when Mr. Roosevelt discovered him, and now, by strict attention to business, he has become a sort of Kitchener of the Customs services, with tons of patronage to dispense, and the chance of consolidating his forces in such a way that he will probably become a Republican "boss" in the State of New York. Customs appointments, like most others here, are chiefly political.

another step in the sugar frauds case has been taken, the Federal grand jury presenting indictments charging seven men in the employ of the American Sugar Refining Company with conspiracy to commit an offence against the United States by procuring and passing the United States weight's returns to be false, and to show less than true weights of imported sugar.

## MARTIN'S

APOLLO STEEL

PILLS

A French Remedy for all Irregularities.

Thousands of ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who have tried them recommend them, hence the enormous sale. All Chemists and Druggists sell them. Beware of cheap imitations. Get the B. MARTIN, Chemist, Southampton, Eng.

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## SHIPPING.

## ARRIVALS.

ANNU, British str., 1,350, J. Meathrel, 9th June—Shanghai 6th June, General—Butterfield & Swire.

CABLE, British str., 1,774, T. Kaper, 9th June—Haiphong and Hailow 8th June, General—Jensen & Co.

DEWANA, British str., 4,785, W. Hayward, 9th June—Singapore 4th June, Mails and General—P. & O. S. N. Co.

GLENNES, British str., 2,275, J. Rafferty, 9th June—Singapore 3rd June, General—McGregor Bros. & Co.

HAICHING, British str., 1,234, W. C. Passmore, 9th June—Foolow and Swatow 8th June, General—Douglas, Lepetit & Co.

HENRIK, British str., 2,559, M. B. Spandwitz, 9th June, New cargo, N.S.W. 19th May, Water Ballast—Ondor.

KNIVANDER, German str., 645, A. Nijah, 8th June—Swatow 7th June, General—Jensen & Co.

KUSICHOW, British str., 1,215, G. Byers, 9th June—Tientsin and Chofoo 2nd June, General—Butterfield & Swire.

KWANGKE, British str., 1,235, Hards, 8th June—Wai, 2nd June, Salt and General—Butterfield & Swire.

KWELIN, British str., 1,026, W. Brown, 8th June—Newchwang and Swatow 7th June—Butterfield & Swire.

MANDAL, Norwegian str., 1,194, E. Exolien, 9th June—Vuhu 3rd June, Rice—Wallen & Co.

SHANTUNG, British str., 1,835, Robinson, 9th June—Chinking 3rd June, General—Butterfield & Swire.

TENYO MARU, Japanese str., 4,321, 9th June—San Francisco Yokohama 1st June, Mails and General—Toyo Kisen Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
9th June.

Bajan Maru, Japanese str., for Swatow.

Devenia, British str., for Shanghai.

Kutelsberg, German str., for Guang Chow Wan.

Shanghai, British str., for Canton.

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Tjilvong, Dutch str., for Yokohama.

## DEPARTURES.

9th June.

ATKARU MARU, Japanese str., for Saigon.

BENLEDI, British str., for Nagasaki.

BORNO, German str., for Sandakan.

HAIMUN, British str., for Swatow.

HONGKONG, French str., for Hailow.

HONGKONG, British str., for Hailow.

KATFUKU MARU, Japanese str., for Moji.

KELD, Norwegian str., for Chofoo.

KUNANO MARU, Japanese str., for Nagasaki.

KWANGKE, Chinese str., for Shanghai.

PETCHABULI, German str., for Bangkok.

PHONETHEUS, Norwegian str., for Swatow.

SOSHU MARU, Jap. str., for Shanghai.

SRIK, Norwegian str., for Canton.

TEAN, British str., for Manila.

TEURGHAN MARU, Jap. str., for Kuchinotzu.

VICTORIA, Swedish str., for Haiphong.

WAKASA MARU, Jap. str., for Singapore.

YATSHING, British str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Devenia* reports: Light to S.W. wind.

The British str. *Anhui* reports: Strong S.W. monsoon and fine weather.

The British str. *Kuchow* reports: Moderate to fresh South and E. Westerly winds, moderate sea throughout the passage.

## VESSELS IN DOCK.

June 9th.

ABERDEEN DOCK.—*Chan Po, Sir W. Jervois, Chipshing, Daijin Maru.*

COSMOPOLITAN DOCK.—*Gilbert.*

TAIKOO DOCK.—*Maple Leaf, Taming, Petchaburi, Tjilvong, Kuchin.*

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"  
Captain G. F. Hudson, will be despatched for the above Ports TO-DAY, the 10th inst., at NOON.

For Freight or Passage, apply to  
DAVID SASSON & Co., Ltd.,  
Agents.  
Hongkong, 5th June, 1909. [808]

NAVIGAZIONE GENERALE  
ITALIANA  
(Florio and Rubattino United Companies).

STEAM FOR BOMBAY  
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALCUTTA. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALGERIA and MALAGA.)

THE Steamship

"ISCHIA,"  
Captain Belsito, will be despatched as above on SATURDAY, the 12th inst., at NOON.

For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 9th June, 1909. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"  
Captain Holmes, will be despatched as above on WEDNESDAY, 23rd inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are aboard.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 4th June, 1909. [820]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	POONA	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	—	Bohmert	HAMBURG-AMERICA LINE	On 8th July.
BREMEN HAMBURG & ROTTERDAM, &c.	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	To-morrow.
HAYRE & HAMBURG via STRAITS, &c.	SENIGAMIA	Ger. str.	k.w.	Bokhorn	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES, HAYRE & COPENHAGEN, &c.	ISTRIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 10th July.
MARSEILLES, LONDON & ANTWERP	CANTON	Swed. str.	—	W. Barrett	MELCHERS & Co.	About 8th inst.
MARSEILLES, LONDON & ANTWERP	DENHIGHSIRE	Brit. str.	—	Robufat	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
MARSEILLES, LONDON & ANTWERP	SYDNEY	Fr. str.	—	Geo. Andersson	NIPPON YUSEN KAISHA	On 22nd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	SAPU MARU	Jap. str.	—	Y. Dohrou	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP	SCINDIA	Ger. str.	k.w.	Porzelius	HAMBURG-AMERICA LINE	On 1st July.
MARSEILLES, LONDON & ANTWERP	DIGO MARU	Jap. str.	—	A. Christiansen	HAMBURG-AMERICA LINE	On 2nd July.
MARSEILLES, LONDON & ANTWERP	HIRANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 7th July, at D'light.
MARSEILLES, LONDON & ANTWERP	MANSHU MARU	Jap. str.	—	C. Dowers	NIPPON YUSEN KAISHA	About 8th inst.
MARSEILLES, LONDON & ANTWERP	LUTZOW	Ger. str.	—	Nilsche	MELCHERS & Co.	On 1st July, at Noon.
MARSEILLES, LONDON & ANTWERP	E. F. FERDINAND	Aut. str.	—	—	SANDER, WISLER & Co.	On 26th inst., p.m.
MARSEILLES, LONDON & ANTWERP	INDRANI	Brit. str.	—	—	DODWELL & Co., Ltd.	On 22nd inst.
MARSEILLES, LONDON & ANTWERP	EMPEROR OF JAPAN	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	On 18th inst.
MARSEILLES, LONDON & ANTWERP	MONTEAGLE	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	On 12th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP	TACOMA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 14th July, at Noon.
MARSEILLES, LONDON & ANTWERP	TACOMA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 3rd July.
MARSEILLES, LONDON & ANTWERP	SHIRANO MARU	Jap. str.	—	F. W. Davis	DODWELL & Co., Ltd.	On 1st July.
MARSEILLES, LONDON & ANTWERP	TANGO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	M. Ishikawa	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHANGSHA	Brit. str.	1 m.	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	PRINZ WALDEMAR	Ger. str.	—	F. Isaki	MELCHERS & Co.	On 18th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	EMPEROR	Brit. str.	—	P. T. Holmes	GIBB, LIVINGSTON & Co.	On 23rd inst., at Noon.
MARSEILLES, LONDON & ANTWERP	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 9th July, at Noon.
MARSEILLES, LONDON & ANTWERP	SANUKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	To-morrow, at 5 P.M.
MARSEILLES, LONDON & ANTWERP	PRINZ SIGISMUND	Ger. str.	—	D. Lent	MELCHERS & Co.	About 26th inst.
MARSEILLES, LONDON & ANTWERP	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 17th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP	KAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 7th July, at Noon.
MARSEILLES, LONDON & ANTWERP	TEIKOW	Brit. str.	—	Jurissane	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP	KWETCHOW	Brit. str.	1 m.	G. Becker	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	KWETCHOW	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHIPPING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YINGCHOW	Brit. str.	1 m.	Frazier	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	SEKURA	Brit. str.	—	Haye	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	HANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at D'light
MARSEILLES, LONDON & ANTWERP	DEVANHA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP	BUJUN MARU	Jap. str.	—	Y. Fuso	OSAKA SHOSHIN KAISHA	To-day, at 10 A.M.
MARSEILLES, LONDON & ANTWERP	BRASILIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP	WINGANG	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	CHENAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst., at D'light
MARSEILLES, LONDON & ANTWERP	SIAM	Brit. str.	—	G. M. Montford, R.N.R.	MELCHERS & Co.	On 17th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHINA	Brit. str.	—	J. Randemann	P. & O. S. N. Co.	About 17th inst.
MARSEILLES, LONDON & ANTWERP	CHINA	Brit. str.	—	Williams	MELCHERS & Co.	On 20th inst., at D'light
MARSEILLES, LONDON & ANTWERP	YORK	Ger. str.	1 m.	K. Seyda	NIPPON YUSEN KAISHA	On 17th inst.
MARSEILLES, LONDON & ANTWERP	LYMAN	Brit. str.	—	Guionnet	MELCHERS & Co.	On 21st inst., p.m.
MARSEILLES, LONDON & ANTWERP	YOKOYAMA MARU	Jap. str.	—	Sachs	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES, LONDON & ANTWERP	ARMAND BEHIC	French str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 3rd July, at Noon.
MARSEILLES, LONDON & ANTWERP	SEGOVIA	Brit. str.	k.w.	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP	NAMANG	Brit. str.	—	Y. Kaburaki	OSAKA SHOSHIN KAISHA	On 18th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	DAIJINAP	Dut. str.	—	Fassore	DOUGLAS LAFRAIR & Co.	On 12th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	2 h.	H. A. Bards	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIR & Co.	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	2 h.	J. S. Beach	DOUGLAS LAFRAIR & Co.	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 12th inst., at 9 A.M.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	—	R. W. Almond	SHAW, TOMES & Co.	On 12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 15th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	—	R. Rodger	SHAW, TOMES & Co.	On 19th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	—	Welgall	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	—	Bokito	CARLOWITZ & Co.	On 12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	—	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 17th inst.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	—	G. F. Hudson	DAVID SASSON & Co., Ltd.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	—	E. J. Bull	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	AMOI & FOCHOW	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., SEATTLE & TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Mathes	On 29th July.
AMERIC	4,363	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
HONGKONG, 21st May, 1909. QUEEN'S BUILDINGS. 8

## NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"LUETZOW" Capt. C. DEWERS	Wed'day, 16th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"YORCK" Capt. J. RANDEMAN	About Thursday, 17th June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISEKE	Friday, 18th June, at 10 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Saturday, 26th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHRS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 4th June, 1909. 5

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	12th June.	From Quebec.	16th June.
"EMPRESS OF JAPAN" SAT.	12th June.	"ALLAN LINER" FRIDAY.	9th July.
"EMPRESS OF CHINA" SAT.	3rd July.	"EMPRESS OF IRELAND" FRI.	30th July.
"MONTEAGLE" WED'DAY.	14th July.		
"EMPRESS OF INDIA" SAT.	24th July.	"ALLAN LINER" FRIDAY.	20th Aug.
"EMPRESS OF JAPAN" SAT.	14th Aug.	"EMPRESS OF BRITAIN" FRI.	10th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate (Steamers) ..... £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR SHANGHAI, KOBE & YOKOHAMA	STEAMERS	TO SAIL.
MARSEILLES VIA PORTS	"ARMAND BEHIC" Capt. Guionnet	On 21st June, P.M.
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Robufat	On 22nd June, 1 P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 5th June, P.M.
	"TOURANE" Capt. Lancelotti	On 6th June, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to  
P. DE CHAMPMORIN, AGENT,  
Queen's Building.  
Hongkong, 9th June, 1909. 2

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF L



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	Noon, 10th June } Freight and Passage.
	Capt. W. Hayward, R.N.R.	
LONDON VIA USUAL PORTS	DELHI	Noon, 12th June } See Special of Call.
	Capt. G. W. Gordon, R.N.R.	
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	POONA	About 16th June } Freight only.
	Capt. A. R. Vire, R.N.R.	
SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA	About 17th June } Freight and Passage.
	Capt. G. M. Montford, R.N.R.	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th June, 1909.

## CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 10th June, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 11th June, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 12th June, 9 A.M.
AMOI, NINGPO and SHANGHAI	"KWEILIN"	On 12th June, 4 P.M.
SHANGHAI	"CHENAN"	On 13th June, 4 P.M.
MANILA	"TAMING"	On 15th June, 3 P.M.
CEBU and ILOILO	"KAIFONG"	On 15th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	"KWEIYANG"	On 16th June, 4 P.M.
SHANGHAI	"CHINHUA"	On 17th June, 4 P.M.
SHANGHAI	"LINAN"	On 20th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FAIRES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 10th June, 1909.

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## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS	TO SAIL
TIENSIN VIA SWATOW, WEIHAI WEI & CHEFOO	"CHIPSHING" Friday, 11th June, 4 P.M.
MANILA	"LOONGSANG" Friday, 11th June, 4 P.M.
SHANGHAI	"HANGSANG" Sunday, 13th June, 4 P.M.
SHANGHAI	"WINGSANG" Tuesday, 15th June, Noon
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" Tuesday, 15th June, Noon
SANDAKAN	"MAUSANG" Wednesday, 16th June, Noon
SINGAPORE, SAMARANG & SOURABAYA	"AMARA" Thursday, 17th June, 4 P.M.
MANILA	"YUENSANG" Friday, 18th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" Saturday, 19th June, Noon
SHANGHAI, YOKOHAMA, Kobe & Moji	"NAMASANG" Saturday, 3rd July, Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMASANG" and "POOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. The vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 61.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., LTD.,

Hongkong, 10th June, 1909.

GENERAL MANAGERS. 16

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* SHANGHAI VIA SWATOW	"BUJUN MARU"	THURSDAY, 10th June, at 10 A.M.
* AMOI & FOCHOW	Capt. Y. FUSENO	
* TAMSUI VIA SWATOW,	"DAIJIN MARU"	SUNDAY, 13th June, at 10 A.M.
* AMOI	Capt. Y. KUBURAKI	

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unvalued Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th June, 1909.

T. ARIMA, Manager.

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## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	AMOI & FOCHOW.	SATURDAY, 12th June, at 1 P.M.
"HAIMUN"	SWATOW.	SATURDAY, 12th June, at 5 P.M.
"HAITAN"	SWATOW, AMOI & FOCHOW.	TUESDAY, 15th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 10th June, 1909.

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## HAMBURG-AMERIKA-LINIE HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & Kobe:	FOR BREMEN, HAMBURG & ROTTERDAM:
S.S. BRASILIA	S.S. SUEVIA
12th June	11th June
S.S. SEGOVIA	FOR HAVRE & HAMBURG:
22nd June	S.S. SENEAMBIA
S.S. SEVONIA	22nd June
2nd July	FOR MARSEILLES, BREMEN & HAMBURG:
S.S. G. REED-LAUSZ	S.S. SCANDIA
10th July	1st July
S.S. ANDALUSIA	FOR MARSEILLES, HAVRE & HAMBURG:
18th July	S.S. SILVIA
S.S. SAKONIA	2nd July
28th July	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. DORTMUND	S.S. SITHONIA
10th Aug.	8th July
S.S. SPEZIA	FOR HAVRE & HAMBURG:
18th Aug.	S.S. ISTRIA
S.S. JILYRIA	10th July
28th Aug.	
S.S. AMBRIA	
31st Aug.	

Further Particulars, apply to—

HAMBURG-AMERIKA-LINIE,

Hongkong, 10th June, 1909.

Hongkong Office. 12

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

### PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPEN-	"CANTON"	About 8th June.
HAGEN and GOTHENBURG		
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELCHERS &amp; CO.,

AGENTS. 6



## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SADO MARU	6500	WED. DAY, 23rd June, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	BINGO MARU	6500	WED. DAY, 7th July, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU	6590	TUESDAY, 22nd June, at 4 P.M.
Kobe and YOKOHAMA	TANGO MARU	8000	TUESDAY, 6th July, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU	6000	FRIDAY, 11th June, at Noon
NAGAGAKI, MOJI, KOBE and YOKOHAMA	KUMANO MARU	6000	FRIDAY, 9th July, at Noon
SHANGHAI, MOJI and KOBE	SAKUKI MARU	6500	FRIDAY, 11th June, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	YEROSHI MARU	4500	THURSDAY, 17th June, at 5 P.M.
	MISHIMA MARU	9000	THURSDAY, 17th June, at 5 P.M.
	YETOROPU MARU	4500	THURSDAY, 17th June, at 5 P.M.
	YAWATA MARU	5000	WED. DAY, 7th July, at Noon.

\* Omitting Shanghai.

\* Fitted with New System of Wireless Telegraphy.

† Cargo only.

### EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

### CHEAPEST ROUND TRIPS BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st &amp; 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$ 80	\$ 70	\$ 60	\$ 50

\* Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,

MANAGER. 15-93



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

### CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. LAMOND	Manila	On 12th June, Noon.
ZAFIRO	2540	R. RODGER	Manila	On 19th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 31st May, 1909.

14

## OSAKA SHOSEN KAISHA.



### INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call: Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA. Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.)

Newly Built Steamers (Subject to Alteration) Tons (gross reg.) (Captain) Sailing Date.

"TACOMA MARU" 6,178 On Saturday, 3rd July

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings. T. ARIMA, Manager. Hongkong, 1st June, 1909. 1810

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 5th May, 1909.

1462

## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &C.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

14, WATER STREET, YOKOHAMA.

759

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## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that mails to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday, evening. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Dalny and Siberia.

FOR	PER	DATE
Shanghai	Gilbert	Thursday, 10th, 8.00 a.m.
Swatow, Amoy, Foochow and Shanghai	Buyn Maru	Thursday, 10th, 9.00 a.m.
Shanghai	Phum Pong	Thursday, 10th, 9.00 a.m.
Shanghai	Denan	Thursday, 10th, 11.00 a.m.
Singapore, Penang and Calcutta	Catherine Apoc	Thursday, 10th, 11.00 a.m.
Moji and Salina Cross	Montrose	Thursday, 10th, 11.00 a.m.
Macao	Eut Tai	Thursday, 10th, 1.15 p.m.
Shanghai	Tyialap	Thursday, 10th, 3.00 p.m.
Tientsin	Kowloon	Thursday, 10th, 3.00 p.m.
Shanghai	Yingchow	Thursday, 10th, 3.00 p.m.
Hohow and Pakhoi	Haitan	Thursday, 10th, 3.00 p.m.
Shanghai	Glensk	Thursday, 10th, 3.00 p.m.

FOR	PER	DATE
Shanghai	Nikko Maru	Friday, 11th, 11.00 a.m.
Swatow, Amoy, Foochow and Shanghai	Sut Tai	Friday, 11th, 1.15 p.m.
Shanghai	Quarta	Friday, 11th, 3.00 p.m.
Shanghai	Kueichow	Friday, 11th, 3.00 p.m.
Singapore, Penang and Calcutta	Chipsing	Friday, 11th, 3.00 p.m.
Moji and Salina Cross	Loongang	Friday, 11th, 3.00 p.m.
Macao	Sanuki Maru	Friday, 11th, 4.00 p.m.
Shanghai	Singapore	Saturday, 12th, 6.00 a.m.
Tientsin	Techia	Saturday, 12th, 10.00 a.m.
Shanghai	Babi	Saturday, 12th, 10.00 a.m.

Printed Matter and Sample Letters, 10.00 a.m. Registration, 10.00 a.m. (Registration with late fee of 10 cents, up to 10.45 a.m.) Registration, Kowloon B.O., 11.00 a.m. No late fee. Letters, 11.00 a.m.

Amoy and Foochow Haiching | Saturday, 12th, 11.00 a.m. || Macao | Sut Tai | Saturday, 12th, 1.15 p.m. |
Amoy, Ningpo and Shanghai	Kueichow	Saturday, 12th, 3.00 p.m.
Shanghai, Nagasaki, Kobe and Yokohama	Sut Tai	Saturday, 12th, 3.00 p.m.
Manila	Denbighshire	Saturday, 12th, 3.00 p.m.
Swatow	Haitan	Saturday, 12th, 4.00 p.m.
Shanghai	Hangsang	Saturday, 12th, 5.00 p.m.

Shanghai, Nagasaki, Kobe, Shimizu, Yokohama, Victoria and Vancouver (B.C.)

SIBERIAN MAIL TO EUROPE

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Shanghai Chenan | Saturday, 12th, 6.00 p.m. || Siberian Mail to Europe | Wingsang | Tuesday, 15th, 10.00 a.m. |
| Shanghai | Kutang | Tuesday, 15th, 10.00 a.m. |

Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama, Honolulu and San Francisco

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

SIBERIAN MAIL TO EUROPE

Shanghai Mongolia | Tuesday, 15th, 10.00 a.m. || Siberian Mail to Europe | Chenan | Tuesday, 15th, 10.00 a.m. |
| Shanghai | Wingsang | Tuesday, 15th, 10.00 a.m. |
| Singapore, Penang and Calcutta | Kutang | Tuesday, 15th, 10.00 a.m. |

Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama, Honolulu and San Francisco

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| Shanghai | Kutang | Tuesday, 15th, 10.00 a.m. |
| Singapore, Penang and Calcutta | Kutang | Tuesday, 15th, 10.00 a.m. |

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# THE MOST CELEBRATED CIGARETTES IN THE WORLD "THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS (HAND MADE) 75 CENTS PER TIN OF 50.

SOLD EVERYWHERE. W. D. & H. O. WILLS BRISTOL & LONDON.

## SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 9TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$990, sales \$992.
National Bank of China, Limited	99,925	\$7	\$6	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$103, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$133, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$7, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$10	\$10	\$94, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 124.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$84.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 85.
Laou-Kung-Mow C. Spin & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 105.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 370.
Dairy Farm Company, Limited	40,000	\$73	\$6	\$163, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	\$50	\$59, sal. & buy.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	\$50	\$67.
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 35.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 162.
Penwick & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$9, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$19, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$71, (old) sel.
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$40, (new)
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	\$25	\$155, sellers
	60,000	\$10	\$10	\$25, sales
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$854, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$345, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 104, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$845.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$215.
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$110, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$94, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$50	\$50	\$46.
MIXING.—				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$94.
Peak Tramways Co., Limited	25,000	\$10	all	\$13.20, buyers
Philippine Co., Limited	50,000	\$10	\$1	\$14, sales
	75,000	\$10	\$10	\$8, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$142, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$15, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$36, sales
Hongkong, Canton & Macao S.B. Co., Ltd.	30,000	\$15	\$15	\$33, sales
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$253.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$1, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$25.
South China Morning Post, Limited	10,000	\$10	\$5	\$151.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
	20,000	\$5	\$5	\$54, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
Wm. Powell, Limited	15,000	\$7	\$7	\$4, sellers
Watkins, Limited	10,000	\$10	\$10	\$34, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$8.70, sales
Weissmann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900	ordy.	\$10	\$4, buyers
Union Waterboat Co., Limited	100	filers	\$10	\$10.
	50,000	\$10	\$10	\$103, buyers

COTTON MILLS.—				
Ewo Cotton Spinn'g. & Weaving Co., Ld.	20,000	Tls. 50	Tls. 50	Tls. 124.
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Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$94.
Peak Tramways Co., Limited	25,000	\$10	all	\$13.20, buyers
Philippine Co., Limited	50,000	\$10	\$1	\$14, sales
	75,000	\$10	\$10	\$8, sellers
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